

Docket Item #21-A  
MASTER PLAN AMENDMENT #95-0006  
CAMERON STATION

Planning Commission Meeting  
February 6, 1996

**ISSUE:** Consideration of an amendment to the Landmark/Van Dorn Small Area Plan Chapter of the 1992 Master Plan to change the Coordinated Development District (CDD) guidelines for Cameron Station.

**APPLICANT:** Edgehill, LLC  
by Cyril D. Calley, attorney

**LOCATION:** 5010 Duke Street

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**CITY COUNCIL ACTION, FEBRUARY 24, 1996:** Approved the Planning Commission recommendation.

**PLANNING COMMISSION ACTION, FEBRUARY 6, 1996:** On a motion by Ms. Fossum, seconded by Mr. Leibach, the Planning Commission voted to recommend approval of the request, subject to compliance with all applicable codes, ordinances and staff recommendations. The motion carried on a vote of 6 to 1, with Mr. Ragland voting against.

Reason: The Planning Commission agreed with the staff analysis.

Speakers:

Cyril D. Calley, representing the applicant

Ben Brenman, Holmes Run Committee, asked that the proposed future alignment for Route 5 be shown on the concept plan.

Ellen Pickering raised issues about the amount and quality of open space, including the need for a recreation center. She also spoke against allowing the Park Road to provide access for the development or allowing First Street to be located on park property.

Julie Crenshaw noted the need for more open space and a school.

Andrew MacDonald asked that the approvals be deferred so that the development plan can be considered in conjunction with a plan for the city parks and noted the need for more information

on bicycle paths, preservation of natural spaces, stormwater management and traffic through the park.

STAFF RECOMMENDATION:

Staff recommends approval of the following changes to the Coordinated Development District Guidelines for Cameron Station:

[~~strikeout~~ indicates deleted text]  
[**bold-underline** indicates new text]

Residential

1. At least 70 acres shall be developed for residential uses.
2. There shall be a mix of housing types to include townhouses, garden apartments, mid-rise and a mix of sizes to include 1, 2 and 3 bedroom units and efficiencies.
3. Up to **2,510** ~~1,910~~ housing units are permitted; 10% of the units shall be affordable to low and moderate income families.

Commercial

- ~~4. Up to 16 acres shall be developed for commercial uses.~~
- ~~5. Up to 300,000 sq.ft. of office shall be permitted; up to 400,000 sq.ft. shall be permitted with an interchange with the Capital Beltway at Clermont Avenue and a transportation linkage between the Van Dorn Metro Station and the property should such linkage be approved by City Council.~~
6. Up to **30,000** ~~80,000~~ sq.ft. of retail shall be permitted.

Public Open Space/Recreation

7. At least 50.5 acres shall be maintained for Public Open Space/Recreation.
8. All areas currently used for open space/recreation shall be dedicated, including the area east of First Street, picnic areas, Backlick Run Greenway and the western baseball field. If the U.S. Government conveys the 50.5 acres to the City this requirement shall be considered to be satisfied; if not, then this property shall be

dedicated to the City.

9. The 50.5 acres dedicated to Public Open/recreation shall be developed in accordance with a plan approved by City Council; the developer shall contribute up to 3.5 million in 1992 dollars for such improvements. The developer will not be required to contribute any other public open space.

#### Infrastructure

10. There should be a direct ~~street~~ connection to the Home Depot Shopping Center from the site.
11. The developer may be required to contribute to the improvement of the Edsall/Pickett Streets intersection.
12. If a transportation linkage is required by the City connecting the Van Dorn Metro Station to the Cameron Station property then the developer shall provide the necessary right of way on the property.

#### Floodplain

13. The concrete culvert structure that bridges Backlick Run at the southern end of the site shall be removed.

#### Heights

14. Heights are limited to 45 feet along Duke Street and First Street **except two buildings up to 55' at the entrance to the development from the park road, in order to accommodate first floor retail;** to 55 feet at the center of the area; and to 77 feet along the railroad tracks, with a limited number of buildings to 120 feet along the **southern portion of the site** ~~railroad tracks.~~

**DISCUSSION**

The guidelines for the Cameron Station Coordinated Development District (CDD) were adopted in 1992 and are contained in the Landmark/Van Dorn Small Area Plan section of the City's Master Plan.

The CDD guidelines were developed from the Report of the Task Force to Monitor the Closing of Cameron Station, as approved and modified by Council. The applicant is now before the city with an application for CDD Concept Plan approval for Cameron Station, as well as Preliminary Development Plan approval for Phase I and Transportation Management Plan approval. The applicant is seeking to amend the Master Plan guidelines (with a corresponding rezoning) in conjunction with these development approvals. In summary, the proposed changes increase the number of residential units allowed on the site, make minor adjustments to the heights permitted, and remove the requirement for a *street* connection between the project and the Home Depot Shopping Center.

**Increased Number of Residential Units**

The adopted guidelines envisioned development of up to 1,910 residential units on up to 70 acres and up to 480,000 sq.ft. of commercial space on up to 16 acres. The applicant proposes to change the guidelines related to development levels (#3, #4, #5 and #6). The applicant proposes to develop the site almost entirely residential, with only supporting retail; no commercial office uses are planned.

The applicant has proposed to exchange the 16 acres of commercial development for 16 acres of residential development at the same density of residential development permitted on the major portion of the site (1,910 units on 70 acres or 27 units/acre). The applicant also proposes to exchange the 6.8 acres the developer is purchasing from the Capital Area Community Food Bank for the same residential density. At 27 units/acre, this additional 22.8 acres would allow an additional 615 units on the site, for a total maximum of 2,510 units. The applicant wishes to retain up to 30,000 sq.ft. of the originally permitted 80,000 sq.ft. of retail use in order to provide convenience retail for the residential areas.

The effect of the proposed change is to make the Cameron Station development a residential development rather than a mixed use one.

While the Small Area Plan envisioned the site being developed as an integrated mixed use community, the emphasis of the development was clearly predominately residential in nature. The applicant

believes that there are sufficient commercial uses in the surrounding areas, on both Pickett Street and Duke Street, to serve a purely residential development at Cameron Station, and staff agrees. If the applicant was to do additional commercial uses, the most appropriate location for such uses would be along Duke Street. However, the applicant's Phase I development plan, which covers most of the frontage along Duke Street, does not include any commercial uses along Duke Street. Staff supports the proposed plan, and also supports a change in the mix of uses permitted on the site in order to move the plan forward.

Staff believes the methodology proposed by the applicant for calculating the total number of units permitted on the site is a reasonable one (applying the density that was permitted on the 70 acres designated for residential development--27 units/acre--to the remainder of the site). The 27 unit/acre density (average) is in the moderate range and consistent with residential uses in the greater area. Staff believes it will be difficult for the applicant to actually build the total 2,510 units on the site, given other constraints (i.e. height) and given that the first phase is relatively low density (14 units/acre), but has no objection to setting that number of units as an upper limit. Each phase of residential development will be evaluated as it is processed through a preliminary development plan.

### **Changes To Permitted Heights**

The adopted guidelines allow heights to reach 45' along Duke Street and First Street, 55' in the center of the site and 77' along railroad tracks, with a limited number of buildings permitted to rise to 120' along the railroad tracks. The applicant proposes two minor changes to these guidelines.

First, the applicant is asking that heights be relaxed slightly, along First Street, to allow two buildings to go to 55'. The concept and preliminary development plans provide for two condominium buildings on first street at the entry to the City park. These buildings will contain first floor retail with three floors of condominiums above the retail use. The higher height needed for the retail floor pushes the buildings above 45'. Staff believes this slight increase in height is appropriate to accommodate retail at this location, and will also serve to mark the entry to the residential area from the park, a positive urban design gesture.

The applicant also proposes changing the wording which limits the location of the higher, 120', buildings. Currently, the guidelines read they must be located along the railroad tracts. The proposed wording requires them to be located along the Southern portion of the site. This change provides the applicant slightly more flexibility in locating a building in the tail end of the site which is not directly adjacent to the railroad tracks. Staff supports the change.

**Street Connection To Home Depot**

The final change proposed is to eliminate the requirement for a street connection to Home Depot. The applicant has indicated that this is not feasible, and staff agrees. A pedestrian and bikeway connection will, however, be required.

STAFF: Sheldon Lynn, Director, Department of Planning and Zoning;  
Kimberley Johnson, Chief, Development.

Attachments: Resolution  
Application

RESOLUTION NO. MP-95-0006

WHEREAS, under the Provisions of Section 9.05 of the City Charter, the Planning Commission may adopt amendments to the Master Plan of the City and submit to the City Council such revisions in said plans as changing conditions may make necessary; and

WHEREAS, an application for amendment to the LANDMARK/VAN DORN SMALL AREA PLAN section of the 1992 Master Plan was filed with the Department of Planning and Zoning in October 1995 for changes in the land use designations to the parcels at 5010 Duke Street, known as Cameron Station; and

WHEREAS, the Department of Planning and Zoning has analyzed the proposed revision and presented its recommendations to the Planning Commission; and

WHEREAS, a duly advertised public hearing on the proposed amendment was held on February 6, 1996 with all public testimony and written comment considered; and

WHEREAS, the Planning Commission finds that:

1. The proposed amendment is necessary and desirable to guide and accomplish the coordinated, adjusted and harmonious development of the LANDMARK/VAN DORN SMALL AREA PLAN section of the City; and
2. The proposed amendment is generally consistent with the overall goals and objectives of the 1992 Master Plan and with the specific goals and objectives set forth in the LANDMARK/VAN DORN SMALL AREA PLAN section of the 1992 Master Plan; and
3. The proposed amendment shows the Planning Commission's long-range recommendations for the general development of the LANDMARK/VAN DORN SMALL AREA PLAN; and
4. Based on the foregoing findings and all other facts and circumstances of which the Planning Commission may properly take notice in making and adopting a master plan for the City of Alexandria, adoption of the amendment to the LANDMARK/VAN DORN SMALL AREA PLAN section of the 1992 Master Plan will, in accordance with present and probable future needs and resources, best promote the health, safety, morals, order, convenience, prosperity and general welfare



of the residents of the City;

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NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Alexandria that:

1. The following amendment is hereby adopted in its entirety as an amendment to the LANDMARK/VAN DORN SMALL AREA PLAN section of the 1992 Master Plan of the City of Alexandria, Virginia in accordance with Section 9.05 of the Charter of the City of Alexandria, Virginia:

Change the Coordinated Development District (CDD) guidelines for 5010 Duke Street, known as Cameron Station as indicated in Case MPA#95-006.

2. This resolution shall be signed by the Chairman of the Planning Commission and attested by its secretary, and a true copy of this resolution forwarded and certified to the City Council.

ADOPTED THE 6th DAY OF February, 1996.

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W. B. Hurd, Chairman

ATTEST:

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Sheldon Lynn, Secretary